

Improving Ground Vehicle Reliability

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Associate Director, M&S

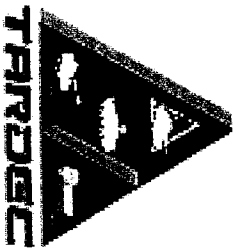
TARDEC/NAC

Mr. Paul Decker

Team Leader, Reliability & PoF

TARDEC/NAC

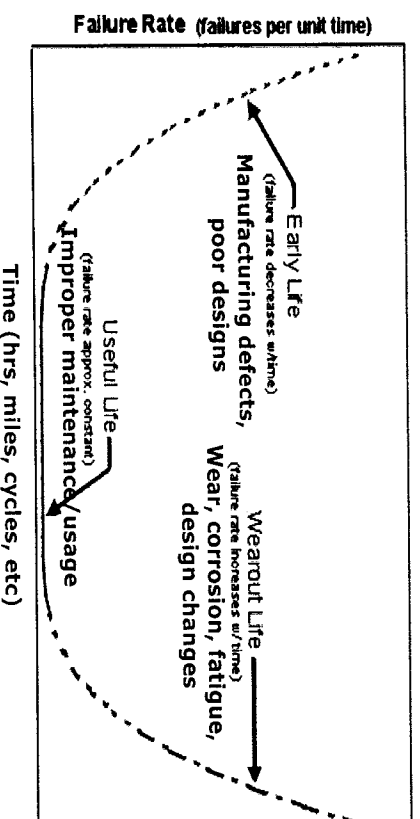
Report Documentation Page				Form Approved OMB No. 0704-0188	
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE 15 JUL 2004		2. REPORT TYPE N/A		3. DATES COVERED -	
4. TITLE AND SUBTITLE Improving Ground Vehicle Reliability				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S) Dr. David Gorsich; Mr. Paul Decker				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) USA TACOM 6501 E 11 Mile Road Warren, MI 48397-5000				8. PERFORMING ORGANIZATION REPORT NUMBER 14183	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S) TACOM TARDEC	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release, distribution unlimited					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT SAR	18. NUMBER OF PAGES 29	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			



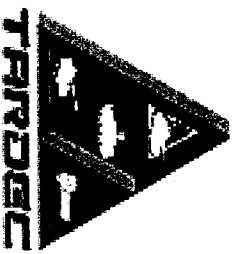
Reliability Introduction

Quality – conformance to specifications

Reliability – conformance to specifications over time
or continuation of quality over time



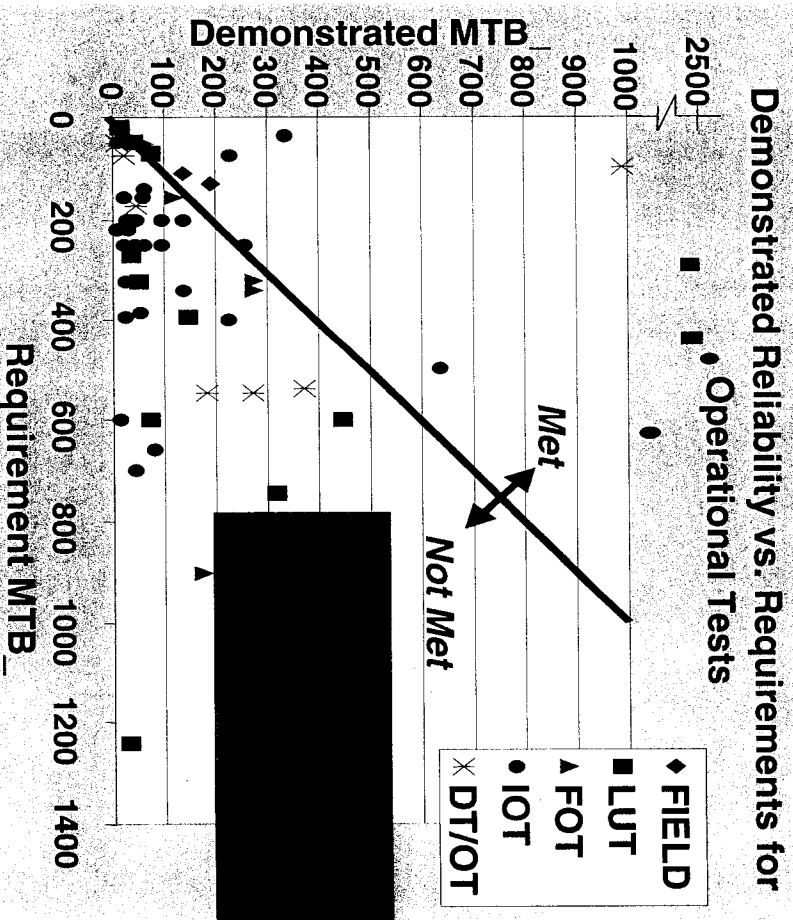
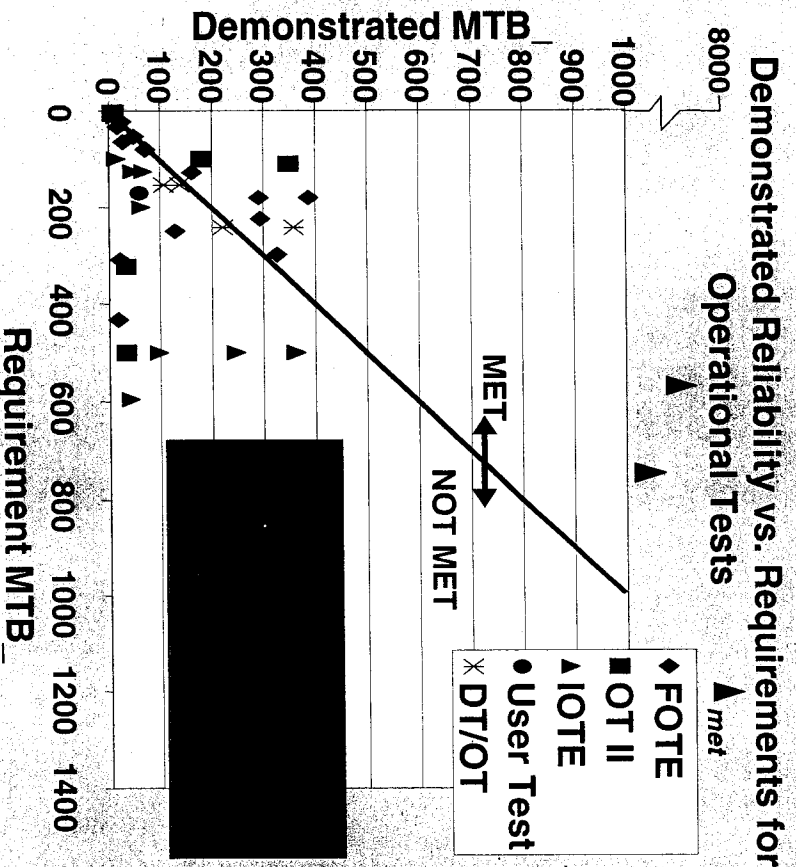
"Bathhtub curve"



Reliability Track Record

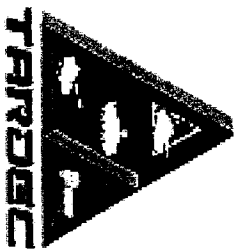
1985-1995

1996-2000

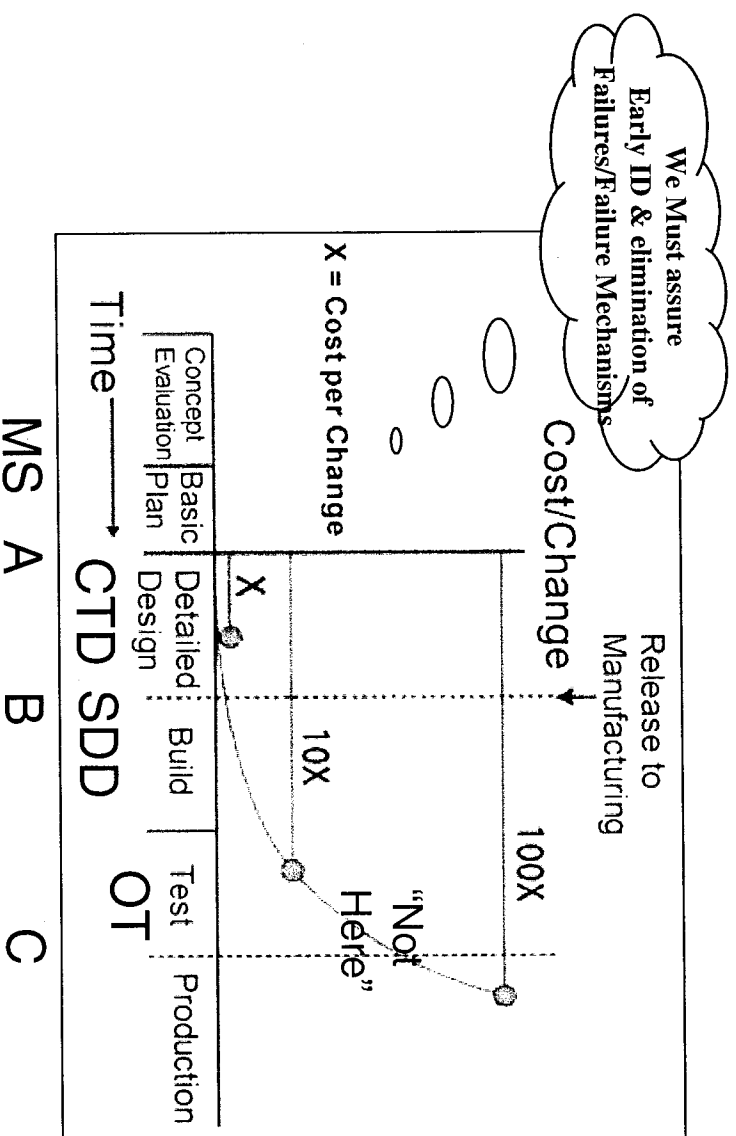


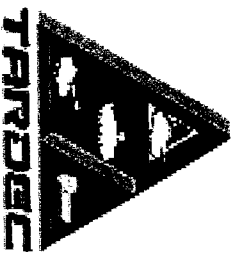
Most Of Our Systems Fail To Achieve Reliability Requirements In OT

And The Trend Appears To Be Downwards



Implications of Design Changes on Cost throughout the Life Cycle

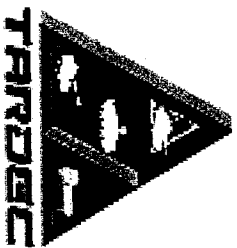




Historical Reasons Systems Fail

- Inadequate Design
- Mechanical, Electrical, Software, Communications/Network Failures
- Unanticipated/Improper Use
- Poor Manufacturing
- Inadequate Testing
- Poor Maintenance
- Wear/Fatigue/Corrosion
- Improper Storage
- Inadequate Protection During Shipping
- Etc

Importance / Ranking Varies by System

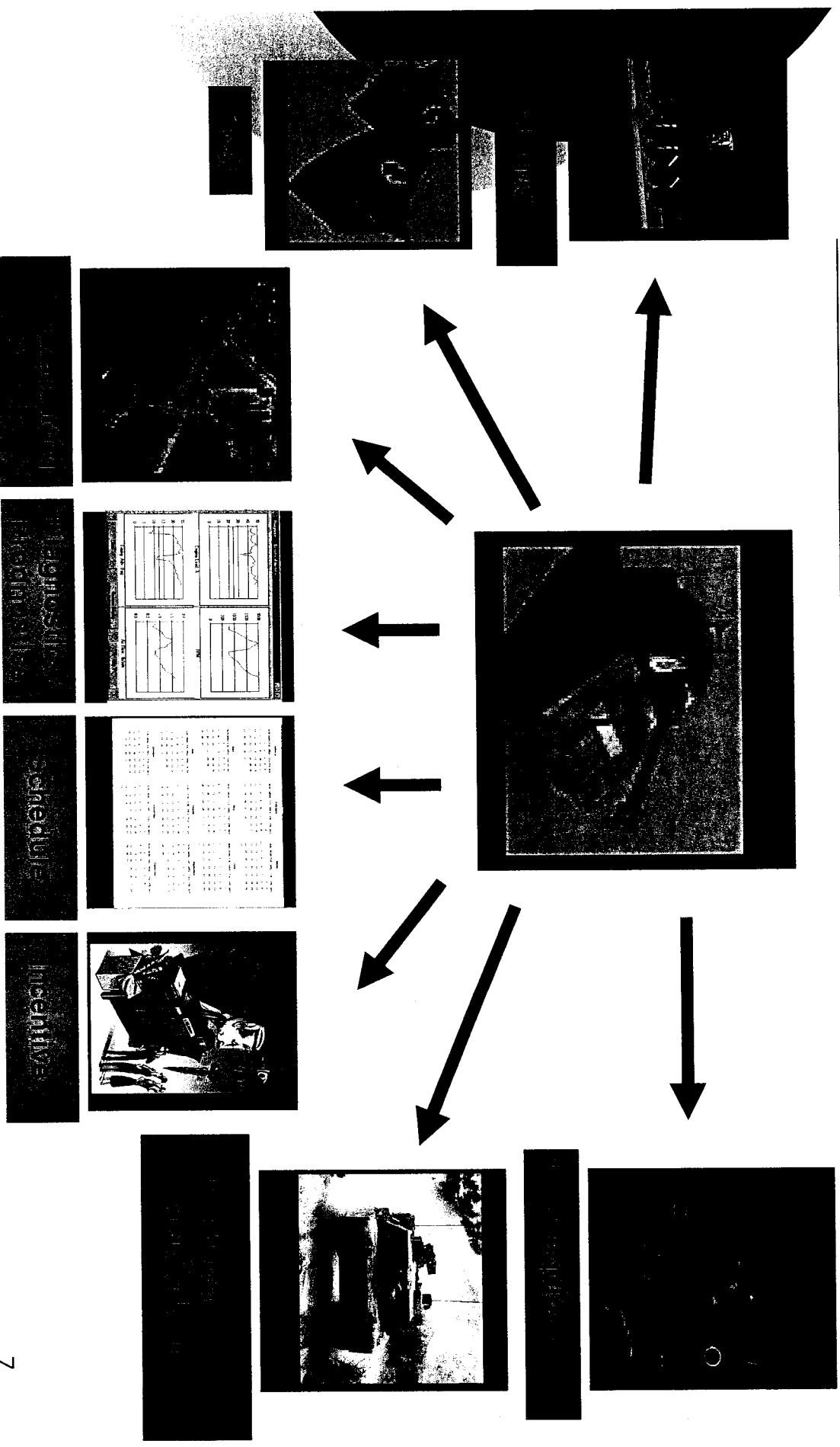


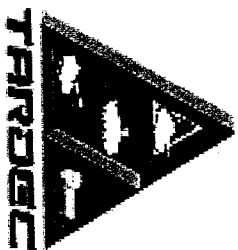
Management of Reliability

- Incentives
- Physics of Failure / RBD0
- Training
- Accelerated Tests
- Diagnostics/Prognostics
- Smart Data Collection & Data Analysis
- Pit-stop Engineering
- Technology Maturity
- Warranties
- Supplier Management
- Maintenance
- User Requirements
- Fault Trees to include SOS
- Manufacturing Quality/Variability
- Fielded Performance
- Systems Engineering Process
- Vehicle Aging
- Recapitalization
- Contractual Rqmts
- Etc

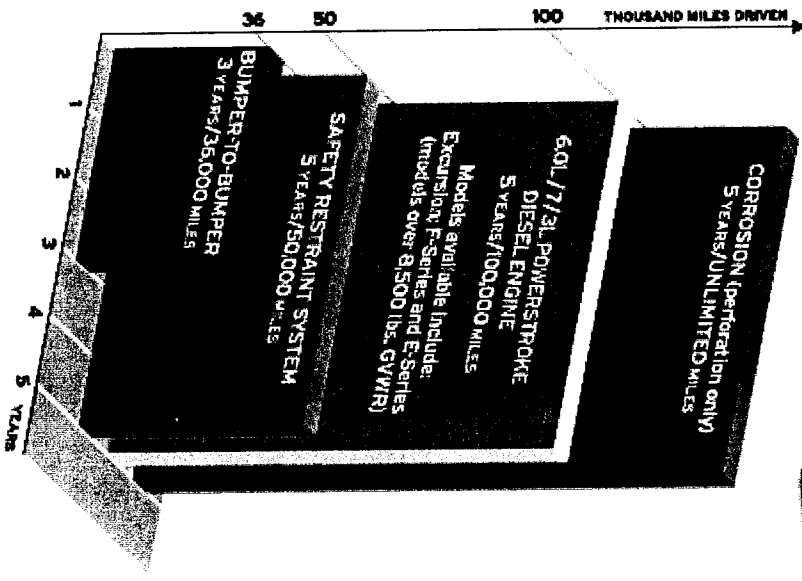
Reliability is Complex and Multi-faceted

Balancing Reliability Requirements





Automotive Reliability Leveraging



The 2004 E500 Sedan
MSRP \$56,270.00*



Mercedes-Benz

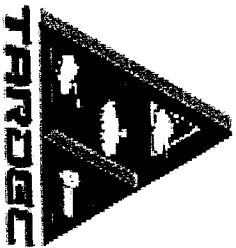
The MBUSA New Vehicle Limited Warranty includes the Mercedes-Benz Commitment. This warranty covers any defects in material or workmanship and all routine maintenance services, as called for by the Flexible Service System and specified in the Mercedes-Benz Service Booklet, for 48 months or 50,000 miles, whichever comes first.^{1,2}

Mercedes Care Optional Extended Limited Warranty. Within one year from the start date of the New Vehicle Limited Warranty the original owner can purchase extended Basic or Premium Warranty Coverage for an additional 12, 24, or 36 months - up to 100,000 total accrued miles.³



Hyundai Advantage™
AMERICA'S BEST WARRANTY™*

10 YEAR 100,000 MILES POWERTRAIN PROTECTION Covers most engine & transaxle components.	5 YEAR 60,000 MILES BUMPER-TO-BUMPER Covers nearly every new vehicle components
5 YEAR UNLIMITED MILES 24 HOUR ROADSIDE ASSISTANCE Covers towing (excluding accident-related) lock-out, tire and jump starting.	5 YEAR 100,000 MILES ANTI-PERFORATION WARRANTY Covers corrosion-related rust-through of body sheet metal from inside to out.
8 YEAR 80,000 MILES GENERAL EMISSION AND PERFORMANCE WARRANTY	7 YEAR 70,000 MILES CALIFORNIA EMISSION CONTROL SYSTEM WARRANTY
12 MONTH 12,000 MILES REPLACEMENT PARTS AND ACCESSORY LIMITED WARRANTY	HYUNDAI PROTECTION PLAN America's Best Service Contract



Automotive Reliability Historical Perspective

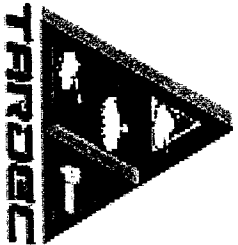
1981 Auto Industry	Averages ~ 500 defects per 100 vehicles
1997 Auto Industry	Averages ~ 100 defects per 100 vehicles

- Competition has helped drive defect reduction, quality & reliability improvements
- Automotive warranties today have gotten longer too – some are now up to 10 yrs & 100K miles

The competitive marketplace has resulted in automobiles being increasingly reliable

Further Automotive Insight

- To maximize reliability, as a rule of thumb new automobile models change ≤ 30% of their component technologies from existing models
 - ✦ ~70% reuse
 - ✦ Warranties, experience
 - ✦ Very little geometric change within subsystems
- Auto Suppliers today are required to carry more of the reliability “load”
 - ✦ Smarter Testing
 - ✦ Stick-reward approach
 - ✦ More Supplier Involvement Earlier



Automotive Company SOW's

Ford Motor Company

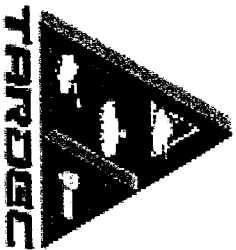
QUALITY / RELIABILITY 10 Year / 150,000 Mile STATEMENT OF WORK

Supplier Name: _____

Component/Subsystem/System Name: _____

(The above to be filled in by PMT Leader and given to supplier at start of TA Process)

Objective of this Quality / Reliability Statement of Work (QRSOW):



Reliability Data

- Automotive & Aerospace Companies generally treat their Reliability Data as close-hold / competition sensitive

- Automotive Industry

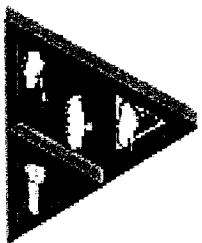
"Smart data collection"

Gathers LOTS of reliability data on their worldwide fielded systems usage (monitor dozens of systems on instrumented fielded vehicles)

- Field vs. Lab Data

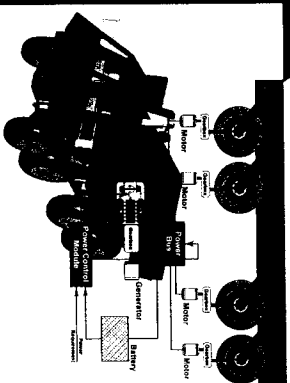
- This reliability data can improve our M&S capabilities among other things

Good field reliability data is crucial!!

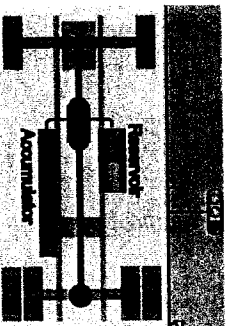


TRAC
Dynamics and

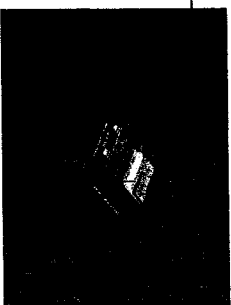
**Control of Vehicles
and Mobile Robots**



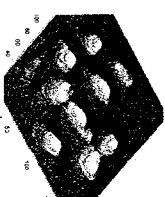
**Advanced
Diesels
and Hybrid
Propulsion
Systems**



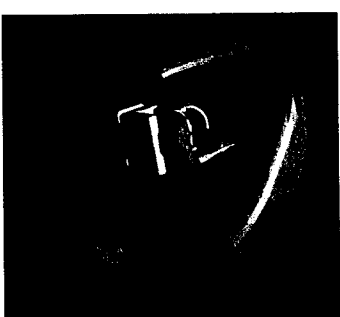
Simulation-Based Automotive Design



**System
Mobility
Evaluation**



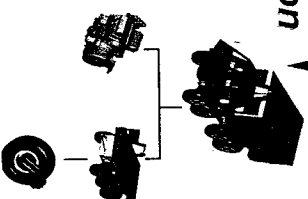
**Human Centered
Design Simulation**



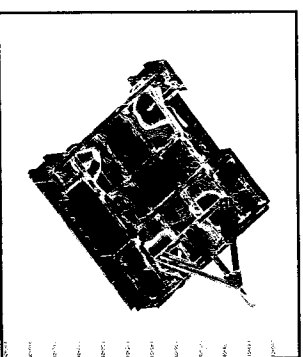
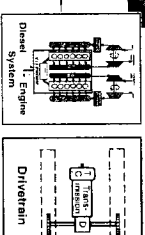
**System
Complexity
Reduction**

**“Systems of Systems”
modeling**

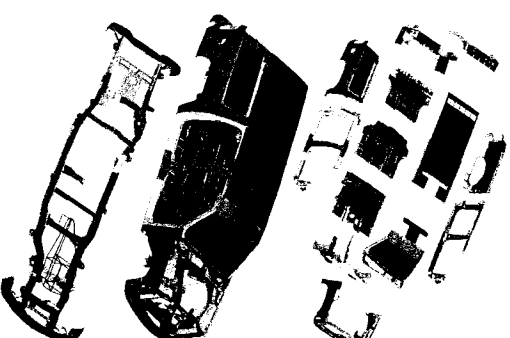
**Control &
Design
Integration**

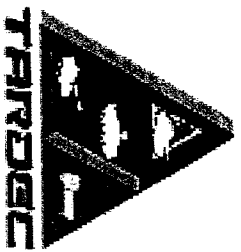


**Optimal System
Design & RBDO**

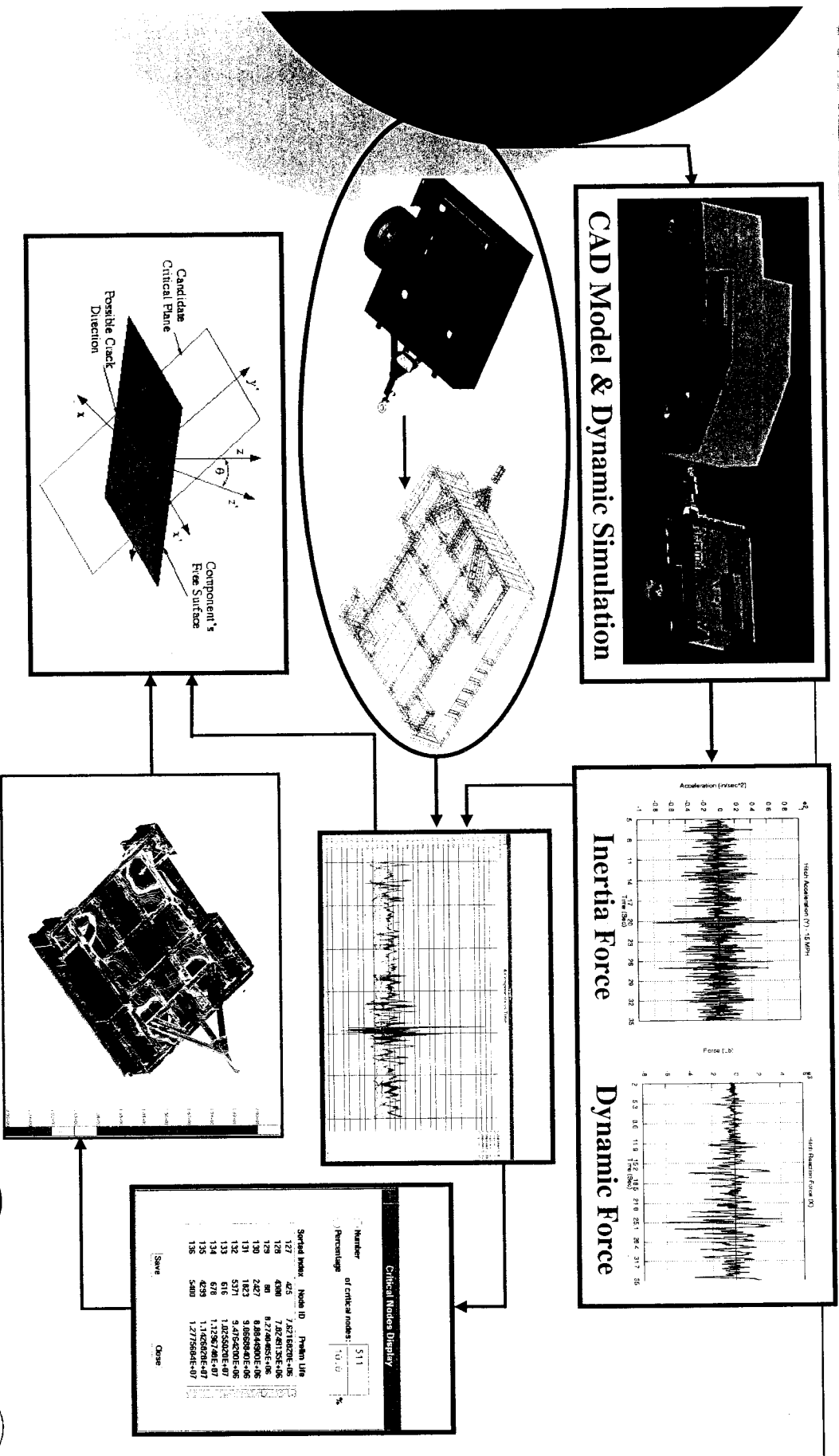


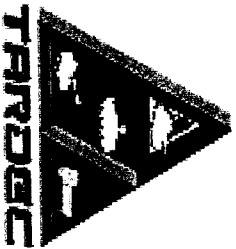
**High Performance
Structures
And Materials**





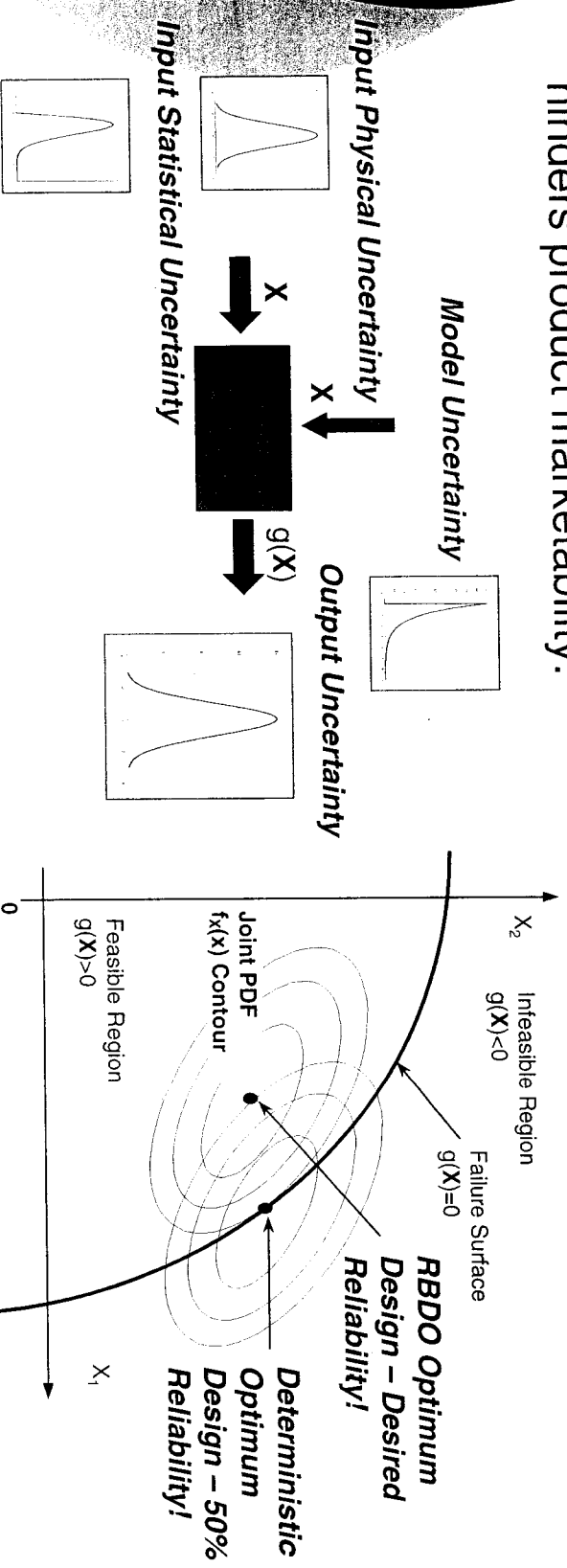
Development of M&S Processes for Durability & Design Optimization



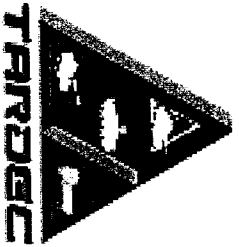


Uncertainty and RBDO

- Due to competitive market, designs are pushed to the limit of the design constraints using deterministic optimization, leaving little or no room in manufacturing variability \Rightarrow Leads to higher manufacturing costs, which hinders product marketability.

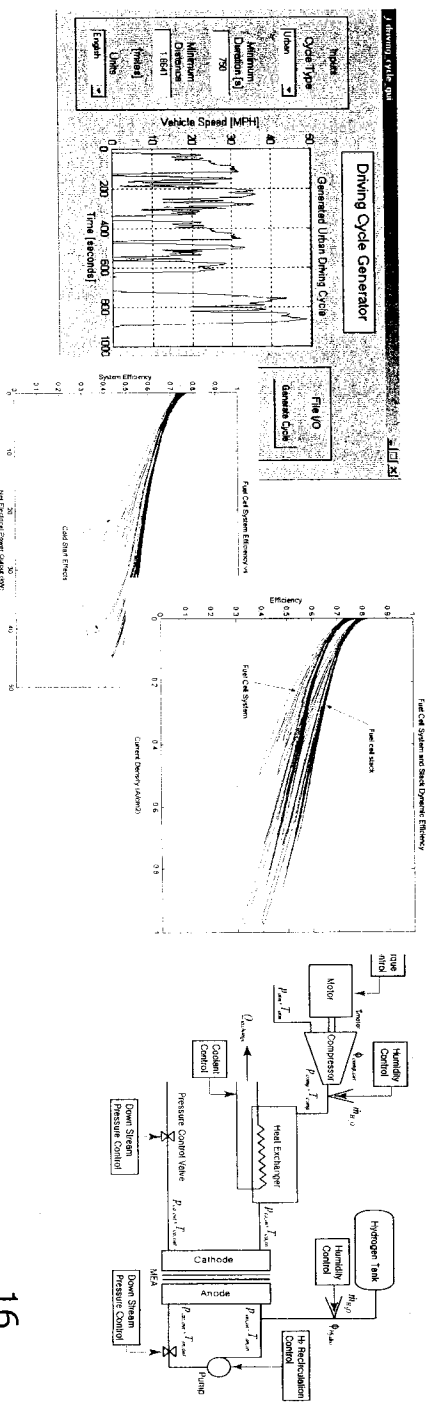
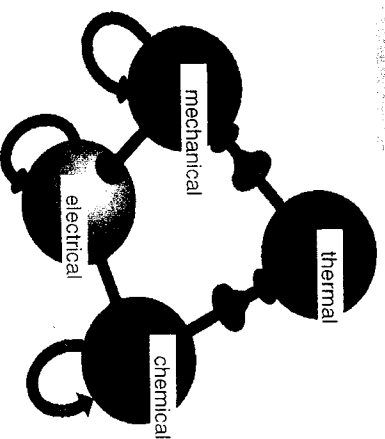


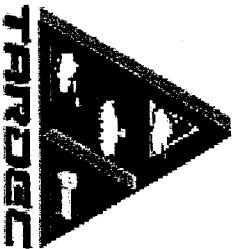
- RBDO methodology provides not only optimum design, but also a confidence range \Rightarrow 6-Sigma Design for Manufacturing.



Ohio State University Hybrid-Electric Modeling, Simulation, Experimental Validation & Concept Design

- Effective HEV design must be all-inclusive and comprehensive
 - ◆ Retrofitting a “conventional” with some electronic systems is insufficient
 - ◆ Fails to capture all benefits of hybridization and results in operation in bad regimes
- Many considerations
 - ◆ System requirements (i.e. driving cycles, off-road requirements),
 - ◆ Traction system, power generation system, suspension systems
 - ◆ New level of “supervisory” control to co-ordinate power flows in two different systems
- Strong inter-relations between the various systems, requirements and controllers-
each cannot be separately optimized, all must be collectively researched
- PM UA reliability



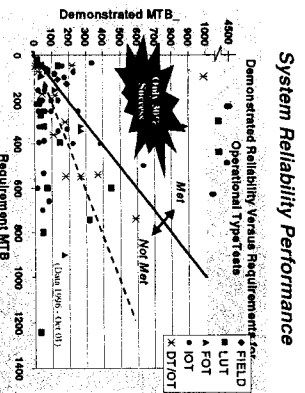


TARDEC-Funded RBDO



Commercialization Success!

LMS and the University of Iowa have signed a letter of intent to build and commercialize a breakthrough COTS engineering tool for Reliability Based Design Optimization (RBDO) ...



The FCS Reliability Challenge

Where we are today

MTBEFF MTBSA (hours)

MTBEFF MTBSA (hours)

M1A2	32	93	Mounted Ckt. System	287	1148
M2A2	30	134	ARV	287	1148
M113A3	200	200	ICV	591	2364

Percent Systems at NTC with NMC Failures (~21 miles/day)

3 days	7 days	46%	The UA is self-sustaining for 3-7 days upon arrival
M1A1 24%			
Bradley 14%	27%		

4-12x improvement across all platform types

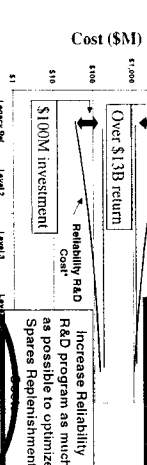
These are significant reliability improvements ... Need to

Enable our Disruptive Read Reaction Doctrine

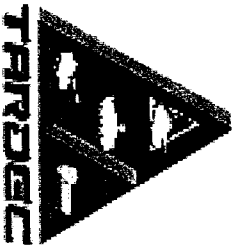
Reliability R&D and Spares Replenishment Costs

Preliminary cost estimates for three FCS platforms

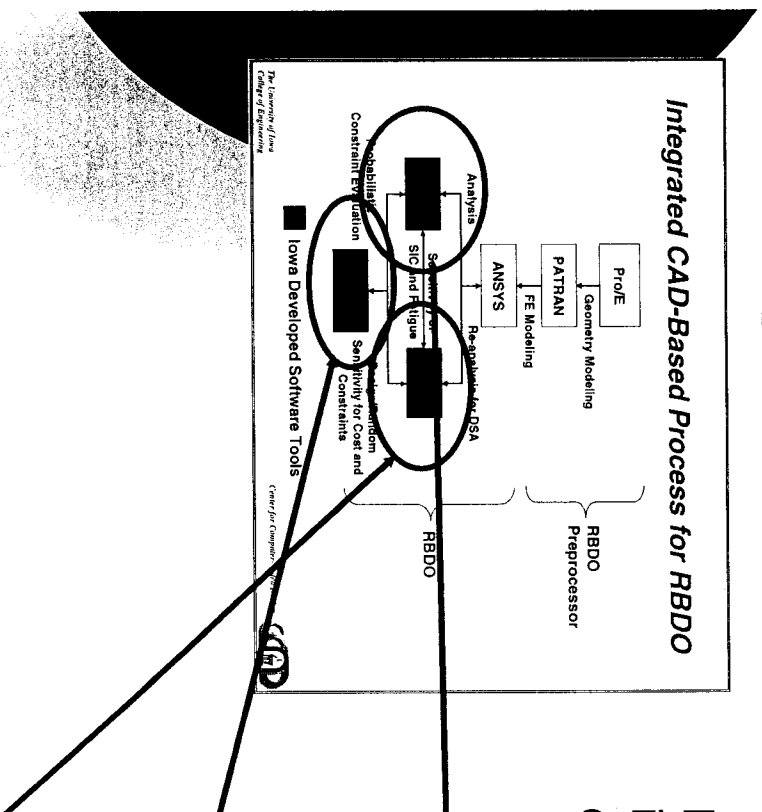
(ICV, M2A2, M113A3)



- Leverage the TARDEC / ARC-funded RBDO technology and methods of U of Iowa, current commercial LMS products and contractor install base
- Defined by the needs of the Army and the FCS program with active involvement by the Army in requirements definition and validation testing, executed on current combat vehicle problems
- Coordinated with the efforts of SAE G-11 sub-committee
- Open to market-leading third party, commercial solutions for structural analysis (MSC NASTRAN, ANSYS, ABAQUS,...)



Commercialized RBDO Tool



LMS and the University of Iowa are proceeding in steps, with useful tools for FCS reliability delivered at each step...

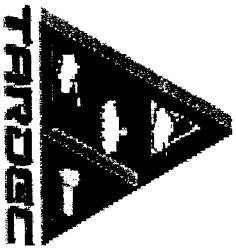
Migrate contractors from LMS DADS to LMS Virtual.Lab (50% complete)

Replace Iowa DRAW durability code with LMS Virtual.Lab Durability (loads data analysis and fatigue life prediction) product (underway)

Incorporate Iowa Reliability code into LMS Optimization Products (in planning; allow 4 months)

Provide for mesh-based optimization with Iowa Design Sensitivity Analysis (DSA) incorporated into LMS Virtual.Lab (in discussion)

LMS Will Incorporate TARDEC – Funded RBDO into the CAE products they supply UA OEM's & Other Army OEM's



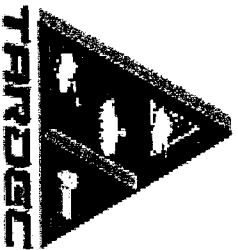
SAE G-11 Reliability, Maintainability, Supportability, and Logistics (RMSL) Division

- **Goal- Coordinated effort of military, academia and industry to create standards and guidelines for probabilistic and reliability methods to quantify uncertainties associated with military vehicles**

- **Membership**

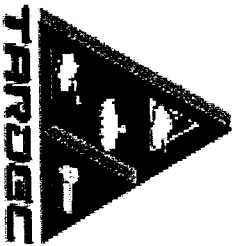
- Army-RDECOM/TARDEC, /AMSAA, /ARDEC, NASA, TACOM, Sandia National Lab,
- Industry-Ford, GM, General Dynamics, UDLP, Delphi, Rolls Royce, LMS, MSC, nCode, Honeywell, Lockheed Martin, GE, Boeing, Prediction Probe
- Academia-U. of Iowa, Oakland U., U. of Tennessee, UofM
- International-U.K., Canada, Spain





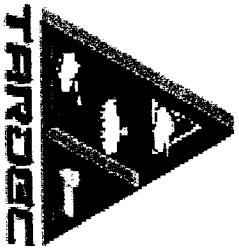
SAE G-11 RMSL

- **Accomplishments**-reliability standards and guidelines being used in developing RFPs
 - JA1003, Software Reliability Program Implementation Guide, January 2004
 - JA 1002, Software Reliability Program Standard, January 2004
 - Draft AIR(in balloting) Reliability Terms Definition and Clarification
- **Ongoing Efforts**
 - Establish NATO acceptance of software supportability and reliability publications
 - Partner with US/European/Canadian and ISO/IEEE/ANSI standards organizations to adopt software and reliability publications
 - Create ground vehicle reliability standards
 - Use case studies



SAE G-11 RMSL

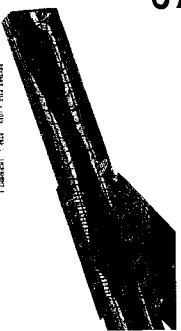
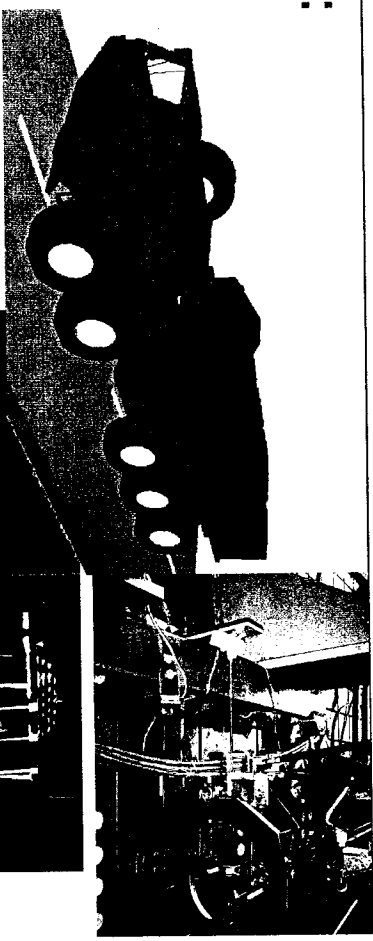
- **Reliability Applications Subcommittee**
 - Chair-Dr. David Gorsich, RDECOM/TARDEC
 - Co-Chair-Dr. K.K. Choi, U. of Iowa
- **Current Projects:**
 - Verification and Validation-Draft AIR Oct 04
 - System Reliability and Integration-Draft AIR Oct 05
 - Case Studies and Application-Draft AIR Mar 05
 - Method Evaluation-Draft AIR Oct 05
 - Physics of Failure Guidelines-Draft AIR Oct 04



What is the Ground Vehicle



- Army's primary experts:
 - Vehicle Dynamics
 - Full Vehicle Simulation
 - Man-in-the-loop simulation
- Leveraged Capabilities
 - FEA analysis
 - High Performance Computing
 - Vehicle Characterization
- Services
 - SSEB support
 - Durability Testing
 - Vehicle Analysis
 - Human Performance Eval.



Advantages of Laboratory Simulation

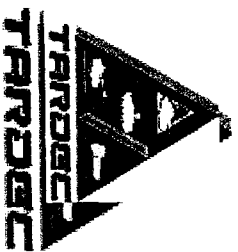
- Controlled environment
- Accelerated testing
- Location (co-location with PM)
- Focused emphasis if needed
- Component-only evaluation if needed.
- Effective for testing vibration-related issues

Principal of Equivalence

- All vehicle testing has one aim
 - Gain confidence that vehicle will endure its service environment.
- Principal of equivalence
 - Proving ground test = service life (X^{th} percentile)
- Laboratory principal of equivalence
 - Laboratory test = vibration part of proving ground test



Accreditation



Up-Armored HMMWV Test

Objective

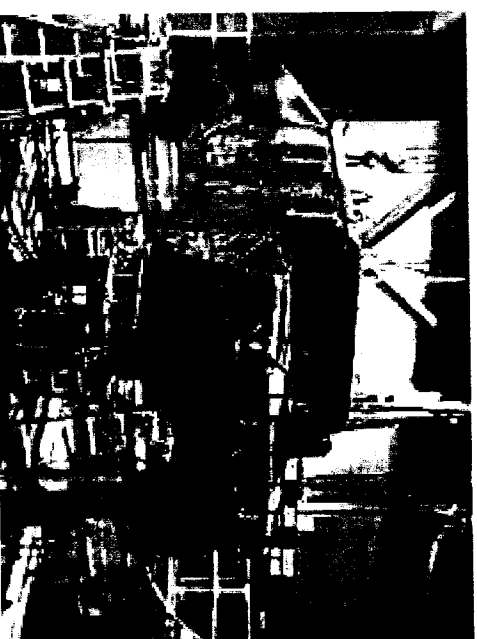
- Test endurance of steel up-armor kit

Experiment Details

- Standard M1026A2 fitted with armor kit
- Placed on and secured to the Re-configurable Four-Post Simulator (RFPS)
- Accumulated 1650 miles over a continuous 61-hour period

Results

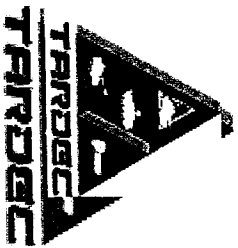
- Armor successfully remained secure in its proper location throughout the duration of the test
- Minor wear in shocks and door latches



RFPS provides vertical motion and force inputs into the HMMWV to reproduce dynamic conditions experienced in the real world

PHYSICAL SIMULATION TEAM

Committed to Excellence



Reliability Simulation for a Composite HMMWV Door

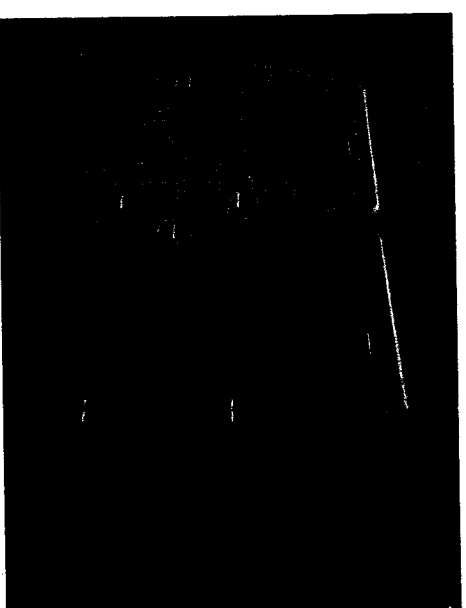


Physical Simulation Testing

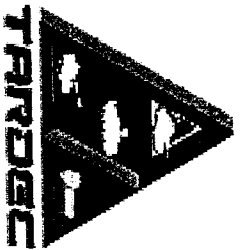
- The Physical Simulation Team performed a 6000 mile cross-country durability/reliability simulation experiment.
- March 2004

Manufacturing Facts

- Readily Producible
- In-Process Production Flexibility
- Current Production Capacity: 1800 doors/month



These lightweight composite doors are easy to install and offer superior protection without a significant increase to the weight of the HMMWV.



Some of the Customers & Systems TARDEC/NAC Has Supported

Customers:

DEO GCS
EO CS & CSS
UA
DEC
Stryker
BL
SCEN
COM - PM TRADE
COM - PM CATT
CMC - TEA
M Survivability
Pm Construction Equipment
PM EOSAT
PM CMS/Grizzly
PM Bradley
PM CMS/Hercules
PM Abrams
PM MTVR
PM Force Projection
USMC
Benet Labs
Ft Belvoir
TECOM - ATC
Source Selection Boards

Vehicles Affected:

Combat Vehicles:

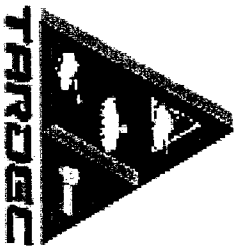
M9ACE - Tracked Engineering Vehicle
M88 - Tracked Recovery Vehicle
IRV/M1 - Improved Tracked Recovery Veh
M1A2 - Heavy Tank
M1A2-SEP - Heavy Tank
M113A3/BMP
Interim Armored Vehicle
M2A2 - Medium Tracked Fighting Vehicle
Crusader - Tracked Howitzer
M109A6, Paladin - Tracked Howitzer
AGS - Armored Gun System, Medium Tank
CAV ATD - Composite Armored Vehicle,
Tracked Fighting Vehicle
M113
AFAS/FARV Concept Vehicle
Future Combat Systems
Tactical Vehicles:
PLS - Palletized Loading System - Medium Truck
LVS - Medium Truck w/ Articulated Joint
M939A2 - Wheeled Heavy Tactical Truck
M931 - Wheeled Heavy Tactical Truck/Tactor
FMTV - Wheeled Medium Tactical Truck, M1088
HIMARS - Medium Truck with Missile
HMMWV, M1097A2, XM1113, XM1114
MTVR - Marine Corp Medium Truck
Remanufacture
Narrow Track HMMWV Concept Vehicle
Up-armored HEMTT, PLS, and 5-Ton Truck
HTTMP - Helo-Transportable Multi Mission
Platform
Combat
M923A2 5 Ton Truck
FTTS

Trailers:

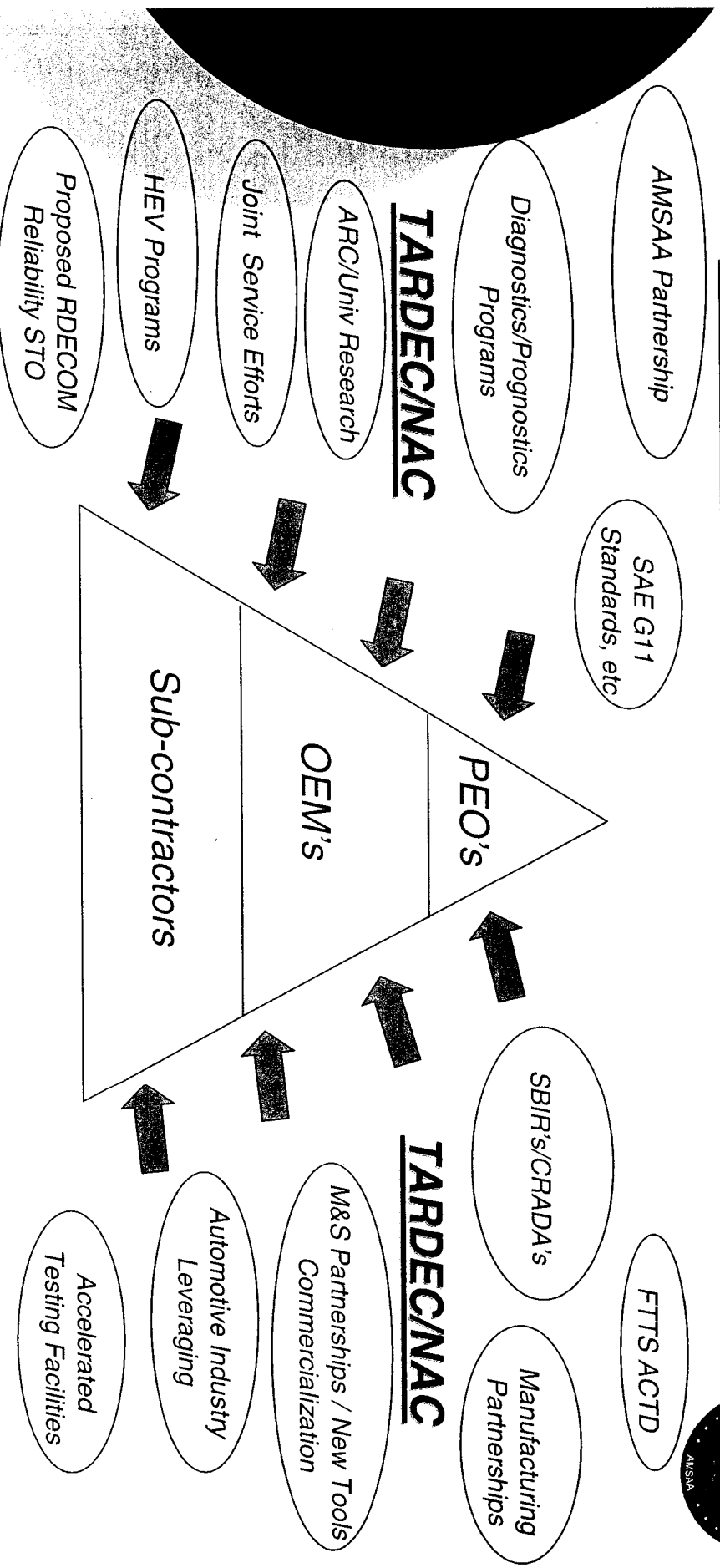
M149A2, M101A3, M832, M840, M853, M390,
M129A2
M871A1 Flatbed
M747 Trailer
M1073 Trailer
M105A2 Trailer
M1098 Tanker
ATAAT - Adverse Terrain Ammunition
Assembly Trailer
M871A2/ISIPS - Joint Services Imagery
Processing System (Trailer)
M1048 6-Ton Flat-bed Trailer
M373 Trailer
M969 Semi-Trailer Tanker
XM1098 - Water Tanker Trailer
HETS - Heavy Equipment Transporter System
Improved Common Bridge Transporter (ICBT)/
Palletized Load Handling System Trailer
Articulated Electric Drive Trailer (AEDT)
NAC's Quick Disconnect Fuel Delivery System
Self Loading Off-Loading Trailer

Other:

CCTT - Closed Combat Tactical Trainer
AVLB - Armored Vehicle Launch Bridge
M198 Howitzer
Rough Terrain Fork Lift
Grizzly
GSTAMIDS



Strategy to Achieve World Class Systems Reliability



Leverage NAC Efforts from all Sides & Angles to Help Army Achieve High System Reliability

Conclusions

- Achieving high reliability is critical but difficult
- TARDEC/NAC is well positioned to leverage auto industry reliability efforts
- TARDEC involvement in SAE G-11 is important in developing industry/military reliability standards
- Development / commercialization of TARDEC funded reliability and M&S tools will positively impact new vehicle designs